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# REPORT OF THE CO-FINANCING MEETING FOR PROJECTS IN WEST AFRICAN TRANSPORT CORRIDORS

Ouagadougou (Burkina Faso), 10-12 Rebruary 1988

A. ORGANIZATION

1. At the invitation of the Burkinabe Government, the Co-financing Meeting for Projects relating to the West African Transport Corridors was held in Ouagadougou (Burkina Faso) from 10 to 12 February 1988.

B. PARTICIPATION

2. The following member States of the Economic Commission for Africa was represented: Benin, Burkina Faso, Cote d'Ivoire, Guinea, Mali, Niger, Senegal and Togo.

3. Also represented were the following United Nations bodies, specialized agencies and African Inter-governmental organizations, financial institutions and donor countries: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), World Bank, Organization of African Unity (OAU), Economic Community of West African States (ECOWAS), West African Economic Community (WAEC), African Development Bank (ADB), West African Development Bank (BOAD), Central African States Development Bank (BDEAC), Liptaka-Gourma Authority, Islamic Development Bank (IDB), European Economic Community (EEC) Caisse Centrale de Co-operation economique (CCCE), France and Federal Republic of Germany.

4. The representatives of the International civil Aviation Commission (ICAO), International Maritime Organization (IMO), Pan-African Telecommunications Union (PATU), Union of African Railways (UAR), Port Management Association for West and Central Africa (PMAWCA), took part as observers.

C. OPENING OF THE MEETING

5. The meeting was declared open by Comrade Issa Dominique Konate, Minister of Transport and Communications of Burkina Faso.

6. In his speech, the Minister extended a warm welcome to all the participants, on behalf of Comrade President Compaore Leader of the Front Populaire and Head of State of Burkina Faso, the Government and People of Burkina Faso and wished them a pleasant stay in Burkina.

7. He observed that this meeting was taking place at a historic moment in the transport and communications Decade and recalled the fact that the objective of the meeting was to provide access for land locked countries, namely Mali, Niger and Burkina Faso, through transit corridors in the coastal countries of Benin, Cote d'Ivoire, Ghana, Guinea, Mauritania, Senegal and Togo.

8. Turning his attention to the implementation of the Decade projects, he observed that there are still difficulties in this regard and that the rate of implementation had fallen below the needs and expectations of all concerned. He therefore requested the representaives of funding agencies and the countries concerned to demonstrate an even greater common determination to jointly pursue the efforts launched since the beginning of the Decade, with a view to improving the quality of services in the transport and communication sector.

9. The Minister further indicated that national development efforts will only produce positive results, if there is economic integration within the subregion. He observed that the implementation of projects included in this context, will play a strategic role in the achievement of this desired integration.

10. Addressing donors, he indicated that they were aware of the existing problems and wished this meeting would not just be one more added to the series, but that it would be a decisive step for projects submitted. He therefore urged them to become further committed to the projects being considered during this meeting.

11. The chief of the ECA Transport, Communications and Tourism Division, read out the statement of Professor Adebayo Adedeji, Under-Secretary General of the United Nations and Executive Secretary of the ECA.

12. In his statement, the ECA Executive Secretary expressed his particular satisfaction that this meeting was being held in Ouagadougou where ECA had already organized a technical consultative meeting on railway projects, during the first phase of the Decade.

13. Recalling the background to the Decade, he indicated that the United Nations General Assembly, in response to an appeal from the ECA Conference of Ministers, had invited the entire international community to provide total material, financial and technical assistance to the Decade. Concerning the specific role of the ECA in the attainment of the Decade objectives, he indicated that the ECA had been charged with assisting the United Nations Secretary General to mobilize resources and that African Ministers of Transport, Communications and Planning meeting in Addis Ababa in 1979, had not only supported this proposal, but also requested ECA to assist in the search for funding for their projects.

14. He recalled that this meeting had the same objectives as the first co-financing meeting organized by ECA, namely, making it possible for African authorities on one hand and donor countries and financial institutions on the other hand, to consider a certain number of projects. In sequel to the meeting, bilateral contacts shall be established between African countries and donors. thus concretizing the interest manifested by the latter during the course of the meeting. This meeting was organzied in close collaboration with regional and subregional development banks, and UNCTAD, with a view to giving full consideration to the needs of beneficiary countries. This meeting will consider 43 projects, including 23 concerning roads, nine on railways, nine on ports, and one each relating to air transport, telecommunications and the shipping sectors.

15. The ECA Executive Secretary further reiterated the impression given by donors that in view of the present international economic situation, resources for development assistance have become constrained and as a result, priorities for assistance have to be clearly defined. He however expressed the hope that the countries which are likely to come to the aid of Africa would redouble their efforts for the realization of the Decade programme.

16. The ECA Executive Secretary indicated in conclusion, that the presence of donors at this meeting is ample proof of their determination to support the United Nations Transport and Communications Decade in Africa.

17. A statement by the ECOWAS Executive Secretary, was read by his Deputy, Mr. Ouedraogo Kadre Desire. In the message, the Executive Secretary first thanked the Burkinabe Government, the Secretary General of the United Nations and the ECA Executive Secretary for their continuous efforts made to involve specialized agencies in the socio-economic development of the West African subregion.

18. He indicated that the successful implementation of the provisions of article 40 of the Treaty establishing the ECOWAS, led the Confernce of Heads of State and Government meting in Lome in 1980 to adopt resolution A/DEC./20/5/80 concerning the community transport programme whose main objective is to establish effective links among member States. The strategy adopted is geared towards the development and modernization of infrastructure, opening up of land locked countries, harmonization of legislation among member States, adoption of standard equipment, the promotion and creation of joint savings companies and training centres.

19. To attain these objectives, ECOWAS assumes the role of coordinator and promoter of all initiatives relating to transport within the subregion.

20. He further stated that ECOWAS had adopted several decisions aimed at harmonizing legislation pertaining to roads and participated in the construction of some sections of the road networks.

21. He informed the meeting that ECOWAS had prepared a programme for economic recovery which would be a component of the OAU priority programme for Economic Recovery. This programme involves 18 regional and seven national transport projects.

22. He finally expressed satisfaction for the close cooperation existing between ECA and ECOWAS in the transport sector and also his appreciation of the fact that the WAEC had included in its new five-year plan some ECOWAS projects.

23. The WAEC Secretary General, underscored the timeliness of the meeting and indicated that WAEC had just finished preparing a transport plan for the community which coincides with the concern of both Africa and the United Nations. This transport plan, developed through the constant collaboration between the WAEC General Secretariat, member States and donors, covers all the various transport modes as well as problems affecting access to ports. The plan concerns over land infrastructure - interconnection of existing rail sections, linking of capital cities with asphalt roads and the navigability of rivers.

24. The estimated cost of establishing this minimal integrated network is more than 6 billion CFA francs and will require a great effort on the part of donors for their understanding. The speaker expressed his

satisfaction that the concerns of the WAEC had bee reflected by ECA in the working document for the meeting and indicated that WAEC will pursue its cooperation with ECA beyond the Transport and Communications Decade in Africa.

25. Mr. M. Bongoy read a message sent by Bruno Kreisky, former Chancellor of Austria and Resident of the Vienna Institute for Development and Co-operation. In the message, Mr. Kreiesky reviewed the activities of the Vienna Institute for Development and Co-operation which is currently studying a railway project concerning Mali, Niger, Burkina Faso, Benin and Togo.

26. The first meeting on this project took place in 1985 and was attended by delegates from intergovernmental organizations, multilateral funding agencies as well as industrial experts and banking institutions. Other meetings have been organized in Vienna, which have provided opportunities for defining future activities. The Vienna Institute recruited consultants who are currently engaged in the first phase of the feasibility study which will end in March 1988. On the completion of this phase of the study, the Institute intends to request that the final feasibility study be prepared and to introduce new evaluation procedures. The estimated date of completion of the study is the summer of 1988.

D. ACCOUNT OF PROCEEDINGS

Adoption of agenda and organization of work
(Agenda item 2)

27. The meeting adopted the following agenda proposed by the secretariat:

1. Opening of the meeting
2. Adoption of the agenda and organization of work
3. Introduction of the document prepared for the meeting
4. General statements by representatives of financing institutions and agencies
5. Presentation and consideration of projects
6. Any other business
7. Overall evaluation of the result of the meeting in terms of donor response
8. Adoption of the report and closure of the meeting.

28. The following programme of work was also adopted:

Morning : 9:00-12:00 hrs.
Afternoon : 15:00-18:30 hrs.

Presentation of projects document prepared for the meeting
(Agenda item 3)

9. The Chief of Transport, Communications and Tourism Division of ECA introduced the working document prepared for the meeting entitled: Cofinancing Meeting for Projects in West African Transport Corridors (Document DEC/TRANSCOM/CFM.3/1). He summarized the major sections of the report.

General statements by representatives of donor countries and financing institutions
(Agenda item 4)

30. The representatives of the UNDP and the World Bank made the following statements:

31. In her statement, the UNDP representative Mme Aissatou Kone Diabi, speaking on behalf of Mr. Damiba, Regional Directer of the UNDP - Africa Region, commented on the organization of this co-financing meeting and indicated that the UNDP has always manifested particular interest in activities aimed at establishing transport and communications network.

32. She further indicated that the 4th UNDP Regional Programming Cycle for Africa 1987-1990, has set as one of its main objectives, the strengthening of facilities in Africa for improved management and utilization of transport and communications infrastructure. The UNDP will be expecting to receive proposals that will coincide with its efforts in favour of land locked countries and the integration of the economies of the subregion.

33. In his statement, Mr. Beenhakker, the representative of the World Bank, indicated that he had the privilege of participating in the 11th meeting of the Inter-Agency Co-ordinating Committee and had thus had the opportunity of reviewing in collaboration with his colleagues, the progress achieved in the development of transport and communications during the period 1978-1988. He however stated that there is room for improvement and that development will take time. He encouraged African governments to give particular consideration to training, the establishment of institutions, coordination of transport policies and the simplification of documentary procedures during the next Decade.

34. Referring to the co-financing meeting, he indicated that it is of vital importance to establish co-ordination among bilateral and multilateral organizations and underscored the need for coordination of aid, failing which there will not be any coordinated development of the transport network.

Presentation and consideration of projects
(Agenda item 5)

35. General statements were made by the ministers in charge of Transport and Communications of Burkina Faso, Benin, Mali, Niger and Togo, as well as

by leaders of delegations of Cote d'Ivoire, Guinea and Senegal. In addition to presenting a summary of their projects contained in the document under consideration, all the delegates expressed their strong support for the meeting which seeks to address subregional development issues. They expressed their appreciation and thanks to the government of Burkina Faso and the Economic Commission for Africa for organizing the co-financing meeting for the subregion.

36. The projects were then presented by corridor group. The countries were asked to clarify any points in the document. The financing institutions, donor countries and agencies were then asked to respond to the presentation; in particular, they were asked to indicate their interests, if any, on the projects proposed for each sector. Projects in the following corridors were considered.

1. Abidjan-Burkina Faso-Mali Corridor

37. Five projects costing an estimated CFA Fr. 51.555 billion were presented for consideration. There was still a financing gap of CFA Fr. 35.655 billion.

38. In the course of discussions, three more projects were proposed to be included in this corridor:

(i) Extension of the Mali project ROP-28-002 in to Burkina Faso;

(ii) A railway project in Cote d'Ivoire and Mali concerning the junction linking Mali Railways and Abidjan-Niger Railways (RAN). The proposed line will link Ouangolodougou in Cote d'Ivoire to Bamako, passing through Sikasso. A technical sheet on the project has been distributed.

(iii) Air transport project in Mali for the expansion of the Bamako Airport at Senou.

39. Burkina Faso increased the cost of its project AIP-47-001 by CFA 0.6 billion to a total of CFA 9.6 billion. It was indicated that local financing for this project amounting to CFA 5.5 billion has been allocated, leaving a financing gap of CFA 4.1 billion.

40. After these presentations, the representatives of donor countries and institutions did not make any specific offers in connection with the projects presented.

2. Dakar-Mali Corridor

41. Seven projects costing an estimated CFA 7.650 billion were presented. However, the representative of Senegal indicated that projects ROP-28-003 and ROP-37-00 should be considered jointly. Furthermore, the study is currently being executed with financing from the IDB, ECOWAS and interested States. The estimated cost of the two projects is around CFA 20.000 billion.

42. The representative of the World Bank expressed interest in these two projects. However, he stressed that there is need for the feasibility studies to show the viability of these projects.

43. The representative of the ADB also indicated that the ADB was interested in supporting these two projects, provided that the studies do show viability, but he could not commit the Bank at this stage. He further stated that the countries concerned had also submitted other projects in the same corridor. It is therefore necessary for these countries to review and clarify their priorities.

44. Regarding project RAP-28-002 for Mali, it had been submitted to BOAD as early as 1986. BOAD is very interested in this project and would like to obtain the updated studies.

3. Lome-Burkina Faso-Niger-Eastern Mali Corridor

45. One of the three projects contained in the document, namely project HAP-47-001 of Burkina Faso costing CFA 798 million has been fully financed by KFW and was under construction, with completion expected in February 1988.

46. Concerning Niger-Burkina project ROP-32-002, the cost has been revised to CFA 14,300 million. The study portion, costing CFA 1.650 billion had been funded by EDF and BOAD. The balance of CFA 12.850 billion remains. ADB proposed that project be changed to Dori-Tera-Niamey road and indicated its interest in financing the project. BOAD also expressed its interest.

47. The World Bank representative said he was convinced by reasons given in support of project ROP-47-002 for Burkina faso and would present it to the Bank for further consideration. For this reason, he requested that the study be sent to the Bank.

4. Cotonou-Burkina Faso-Niger-Eastern Mali corridor

48. The cost, financing status, project definitions and implementation status of projects in this corridor were updated. The projects in this corridor received an encouraging show of support from financing institutions and agencies present.

ROP-03-00 Benin: Cost updated to CFA 9.335 billion.

ROP-03-001 Benin: Cost updated from CFA 12 billion to CFA 15 billion.

ROP-03-006 Benin: Cost updated to CFA 19.6 billion. Several donors (BOAD, ADB, IDB, Kuwait Fund, etc..) showed their interest in financing the first and third projects.

RAP-03-001 Benin: Ballasting of the Save-Parakar line (176 km). Cost of project - CFA 2.250 billion. The representatives of Benin and Niger made mention of this project which was omitted in the projects document.

49. The BOAD expressed its interest in this project and indicated that it could be approached to continue the project immediately after the completion of the first phase, which is financed by the CCCE and FAC.

50. ROP-33-001 Niger/Mali: Project redefined to cover 124 km from Tilabery to Mali border at new cost estimated at CFA 25.318 billion. With respect to this project, Mali proposed even a further extension of the road into Mali through Gao, Ansongo and Labberengu in order to complete the corridor. No interest was expressed at the meeting regarding financing of this project.

51. ROP-47-003 Burkina Faso: The project was redefined to extend from Fada N'Gourma - Pama to Benin border at a revised cost of CFA 11.68 billion, of which CFA 5.828 billion has already been secured, leaving CFA 5.852 to be sought. ADB and the government of Norway have already provided financial support. BOAD expressed firm interest by indicating that CFA 2 billion has already been pledged for the project, and that the Bank could even go up to CFA 2.5 billion if necessary. ECOWAS also expressed its interest in this project.

52. RAP-60-003 Benin/Niger It was proposed that the title of this project be changed and that feasibility and economic studies be included. Benin and Niger clarified that the project does indeed include feasibility as well as economic studies, and that is why the cost has increased by CFA 300 million to a revised total of CFA 2.04 billion. Interest was expressed in this project by CCCE, BOAD, ADB and CEAO.

53. HAP-47-001 Burkina Faso: This project costing CFA 1.5 billion has been completely financed by BOAD, with the participation of the Burkinabe Government.

54. An additional project for the construction of a warehouse for Niger at Cotonou was proposed. Out of the total estimated cost of CFA 555 million, CFA 33,000,000 would cover the feasibility studies promised to be financed by CCCE.

5. Conakry-Mali Corridor

55. Some projects in this corridor have already elicited expressions of interest from some donors such as the World Bank and the CCCE. The later has already established financing for the rehabilitation of bridges and ferries in Guinea and more specifically within this corridor. The cost of these two projects have been updated.

56. ROP-60-00 Mali/Guinea: The cost of technical and economic studies remain the same at CFA 939 million, while the cost of constructing the Bamako-Kouemale-Siguiri-Kankan road is updated from CFA 17,841 billion to CFA 18.780 billion. A joint Guinee-Malian Technical Committee has been established to monitor this project and in October 1986, a joint request was submitted by both parties to the EDF, concerning the financing of the technical and economic studies. The meeting noted the firm support given by H.E. the Minister of Transport and Public Works of the Republic of Mali.

57. ROP-19-004 Guinea: The project cost was revised to CFA 27.8 billion from the original estimate of CFA 24.6 billion. The World Bank representative expressed that the Bank is interested in this project and added that relevant discussions were underway with CCCE. The Bank will be the lead agency for cofinancing the project, the studies for which are already available.

58. RAP-19-001 Guinea/Mali: The World Bank questioned the wisdom of developing a railway parallel to a road. The representative of Guinea explained that rehabilitation of the existing railway continues to be a priority for Guinea. He mentioned that CCCE had already provided assistance to this project which was considered during a donors conference in 1985, following which the review of its dimensions was envisaged. The new project document will be transmitted to ECA at the appropriate time.

6. Tema-Burkina Faso-Mali Corridor

59. Out of the ten projects proposed in this corridor, direct interest was expressed in four and indirect interest in one.

60. ROP-47-001 Burkina Faso-Mali: Project now estimated to cost CFA 14.691 billion out of which CFA 5.840 billion has been secured from EDF and IDB, leaving a balance of CFA 8.850 billion. Further interest was expressed in this project by, IDB, ECOWAS and CEAO.

61. ROP-47-004 Burkina Faso: The cost of this road project was revised from CFA 10 billion to CFA 11.885 billion. BOAD has financed the study portion of CFA 185 million, leaving CFA 11.700 billion to be financed. ECOWAS indicated that this project is in their economic recovery programme for West Africa.

62. Projects HAP-47-001 Burkina Faso and HAP-28-001 Mali for the construction of warehouses at Tema were supported by ECOWAS and CEAO.

7. Nouakchott-Mali Corridor

63. Mali indicated its determination to develop this alternative corridor, indicating that protocols of agreement on road transport and transit facilities had already been signed between Mali and Mauritania. Moreover, Mauritania had already built part of the Sahelian Highway in its territory up to Nema at the boarder with Mali and allocated port facilities for Mali at Nouakchott. ADB requested Mali and Mauritania to send copies of studies for projects in this corridor to the Bank for consideration.

64. The Mali-Mauritania - engineering studies and construction of bitumen road from Nioro du Sahel (Mali) to Aloun el-Atroun (Mauritania) project was supported by ECOWAS and ADB. The IDB financed the CFA 269 million feasibility study for this project, leaving a financing gap of CFA 15.000 billion cost of construction.

65. HAP-28-001 Mali: CEAO expressed support for the project to construct a warehouse at Nouakchott port for Mali, costing CFA 1.5 billion.

66. In the general remarks at the end of the presentation of projects, the representative of the UNDP reiterated the UNDP support for the development of transport and communications in Africa. In addition, he raised the question of a follow-up mechanism for the interests expressed by donors at the meeting to be translated into concrete actions.

67. The Chairman pointed out that the major responsibility for follow-up lay with the individual countries. They should prepare the documents required of them by the financing institutions and donors. However, in cases where a country may need assistance in following up the expressed interest, the ECA stood ready to assist in any way within its means. In any case, it is still the responsibility of the country to request such assistance from ECA.

Any other business (Agenda item 6)

68. No matters were raised under this item.

Evaluation of the meeting (Agenda item 7)

69. After few amendments, the meeting adopted the evaluation report prepared by the ECA. The report is included in annex I.

Adoption of report and closure of meeting (Agenda item 8)

70. Following few amendments, the meeting adopted its report. The meeting also adopted a vote of thanks to the Government and People of the Republic of Burkina Faso. This is shown in annex II to this report.

71. At the closing session, the chief of the ECA Transport, Communications and Tourism Division, Mr. Bongoy, first reminded the representatives of Governments attending the meeting, of the importance of ensuring a follow-up to the interests expressed during the co-financing meeting. This follow-up should be made not only by ECA, but also and even more importantly by States themselves.

72. Mr. Bongoy also requested the representatives of governments to avoid resorting to frequent shifts in their priorities and to be consistent in presenting to the various meetings they attend, the same projects they consider as priorities.

73. Mr. Bongoy invited the governments to give particular consideration to projects having a subregional impact, because the execution of such projects would definitely contribute to the strengthening of relations aimed at economic integration among countries, which is the most important objective of the Lagos Plan of Action and Final Act of Lagos.

74. Addressing financial institutions and donor countries, Mr. Bongoy suggested that the concept of "everything being equal" which is usually referred to in traditional economic analysis, should be broken down and scrupulously dissected, because it probably contains the main realities that should duly be taken into consideration.

75. Commenting on the rate of profitability of transport projects, Mr. Bongoy urged "the analysts" to consider the coridors in their totality and consequently to assess the rate of profitability of each link in the light of that of the entire chain.

76. Mr. Bongoy concluded his intervention by reiterating his thanks to all participants for their positive and valuable contribution to the success of the meeting.

77. Speaking in his turn, the OAU Representative, Mr. Afanou first underscored the importance of this co-financing meeting for transport projects, not only for the 10 African countries concerned, but also for the OAU, since it facilitates the mobilization of funds required for executing projects which could contribute to the opening up of the 3 land-locked countries, as well as to the consolidation of trade and fraternal relations among the countries concerned. He also assured participants of the total political support of the OAU.

78. The Burkinabe Minister of Transport and Communications, Mr. Issa Dominique Konate who spoke next, expressed his satisfaction at the number of African countries concerned which were represented at the meeting mostly at ministerial level, as well as the number of donor countires and financial institutions participating at the meeting. He extended to the participants the sincere appreciation of President Comrade Blaise Compaore, Leader of the Front Populaire and Head of State, as well as that of the Burkinabe Government and People. The Minister wished the participants a safe journey home and then declared closed the deliberations of the co-financing meeting for projects in West African Transport Corridors.

# EVALUATION OF THE CO-FINANCING MEETING FOR PROJECTS IN WEST AFRICAN TRANSPORT CORRIDORS

1. The co-financing meeting for projects in West African transpot corridors was held in Ouagadougou (Burkina Faso), from 10 to 12 February 1988. It was organized in accordance with appropriate resolutions of the ECA Conference of Ministers and the United Nations General Assembly.

2. The aim of the meeting was to provide an opportunity for the ten countries in the subregion, namely Benin, Burkina Faso, Cote d'Ivoire, Ghana, Guinea, Mali, Mauritania, Niger, Senegal and Togo to submit their transport corridor projects to the group of donors for financing.

3. Forty-nine projects costing CFA francs 505.357 billion were presented. The following corridors were considered:

Abidjan-Burkina Faso-Mali

4. Three other projects estimated at CFA 93.730 billion were added to the five projects intially listed in this corridor. The total updated cost of the eight projects in this corridor amounts to CFA 145.585 billion, of which CFA 15.6 billion has been obtained. The donors did not express interests in the projects presented. The meeting took note of the status of project RAP-47-002.

Dakar-Mali

5. Seven projects costing CFA 53,7 billion were presented. ADB, IDB and ECOWAS expressed interest in projects ROP-28-003 and ROP-37-00. The BOAD was interested in project RAP-28-002. The total cost of these three projects is estimated at CFA 24.8 billion.

Lome-Burkina Faso-Niger-Eastern Mali

6. Three projects costing CFA 38.598 billion were presented. Project HAP-47-001 was fully financed by Kreditanstalt fur Wiederaufbau (KFW). The studies on project ROP-32-002 costing CFA 1.65 billion were also financed by BOAD and EDF.

7. ADB and BOAD expressed interest in the road project linking Dori-Tera-Niamey. The World Bank Representative said he was convinced by the presentation of project ROP-47-002 and promised to collaborate with colleagues in the Bank to follow up this project.

Cotonou-Burkina Faso-Niger-Eastern Mali

8. To the eight projects initially identified at a cost of CFA francs 54 billion, Niger added one project costing CFA 555 million, for which CCCE will provide financing for the studies. Benin and Niger added a railway project costing CFA 2.25 billion. Mali added one project which is the continuation

of the Tillaberu-Mali border up to Gao road costing CFA 12.618 billion. The corridor thus has a total of 11 projects costing CFA 88.678 billion. ADB, Norway, BOAD and ECOWAS expressed interest in project ROP-47-003. CCCE, BOAD, ADB and CEAO expressed interest in project RAP-03-001. ADB, BOAD, IDB and Kuwait Fund confirmed their interest in projects ROP-03-006 and ROP-03-00.

Conakry-Mali

9. Five projects costing CFA 65,373 billion were presented. Some of the projects have already elicited expressions of interest from some donors, particularly the World Bank and CCCE which has already established financing for the rehabilitation of bridges and ferries in Guinea. Furthermore, World Bank and IDB expressed interest in project ROP-19-004; CCCE and ADB expressed interest in project RAP-19-001.

Tema-Burkina Faso-Mali

10. Ten projects were presented with an updated total cost of CFA 47.957 billion. IDB, ECOWAS and CEAO expressed interest in project ROP-47-001. BOAD has financed project ROP-47-004 at a total cost of CFA 185 billion.

Nouakchott-Mali

11. Five projects costing CFA 65.466 billion were presented. CEAO, IDB and ADB expressed interest in project HAP-28-001 costing CFA 1.5 billion.

SUMMARY

12. Of the 49 projects presented at the meeting, with a total cost of CFA 505.357 billion, donors expressed interest in 22 projects costing CFA 178.860 billion. This is 39.31 per cent of the estimated CFA 454.986 billion of external financing requested.

13. Participants' response at this meeting was generally quite positive. The Economic Commission for Africa views this as an encouragement for it to organize similar meetings aimed at mobilizing financing required for executing transport and communications projects in other African subregions. It is now the responsibility of the States themselves to follow-up the expressions of interest made by donors during the course of the meeting.

14. Representatives of banks specially requested the feasibility studies on projects that are of interest to them.

15. All participants at the meeting acknowledged that the global approach used for projects within the corridors should be encouraged, since it provides an excellent opportunity of identifying problems and developing co-operation among States.

16. The participants expressed appreciation to the Government and People of Burkina Faso for having contributed to the success of the meeting.

17. The costs and financing status of each corridor programme are summerized in the following table.

RESUME (COST IN MILLION FCFA)

| Corridor | No. of project | Total cost in million | Financing obtained before co-financing meeting | | External financing sought | Interest expressed during the co-financing meeting | G / F x 100 |
|---|---|---|---|---|---|---|---|
| | | | External | Local | | | |
| A | B | C | D | E | F | G | H |
| Abidjan-Burkina Faso | 8 | 145 585 | - | 15,600 | 129,985 | - | 0 |
| Dakar-Mali | 7 | 53,700 | 10,200 | 850 | 42,650 | 24,800 | 58.15 |
| Lome-Burkina Faso-Niger-East Mali | 3 | 38,598 | 7,638 | - | 30,960 | 30,960 | 100 |
| Cotonou-Burkina Faso-Niger-East Mali | 11 | 88,678 | 5,105 | 2,778 | 80,795 | 46,960 | 58.12 |
| Conakry-Mali | 5 | 65,373 | 1,954 | - | 63,419 | 43,854 | 69.15 |
| Tema-Burkina-Faso Mali | 10 | 47,957 | 6,026 | 220 | 41,711 | 29,576 | 0.17 |
| Nouakchott-Mali | 5 | 65,466 | - | - | 65,466 | 2,710 | 4.13 |
| Total | 49 | 505,357 | 30,923 | 19,448 | 454,986 | 178,860 | 39.31 |

VOTE OF THANKS

The participants at the co-financing meeting for projects in West African Transport corridors,

Considering the warm welcome and hospitality they have been accorded throughout their stay in Ouagadougou,

Considering also that this cordial reception is a typical demonstration of the legendary hospitality of Africa in general and of the Burkinabe people in particular,

Request comrade Issa Dominique Konate, Minister of Transport and Communications of Burkina Faso to kindly convey to His Excellency Captain Blaise Compoare, Leader of the Front Populaire and Head of State, to the Government and People of Burkina Faso, their sincere appreciation for the efforts made to organize this meeting in Ouagadougou.

Express their appreciation also to the financing institutions and donor countries, for having actively participated in the deliberations of this co-fianncing meeting and to the ECA for the preparations leading to the organisation of the meeting.

Done in Ouagadougou
12 February 1988